Washington business

Carveyor could be used here

By DONALD SALTZ

If the Goodyear Tire and Rubber Co. can do enough of a selling job, a number of cities — perhaps even Washington — will have a unique system for moving people short distances — quickly and easily. Goodyear recently announced — displaying a model at George Washington University last week during National Engineers Week — a Carveyor, or large conveyor belt with cars for people which eliminates a need for auto or bus traffic in places where mass movement is necessary.

The Carveyor sytem, which stemmed from Goodyear's 57 years of experience in conveyor belt manafacturing, starts off with a moving sidewalk — but one moving only 1½ miles an hour or half normal walking speed — and goes from there to glass-enclosed cabs seating from two to 10 persons each or more, moving along over the belt to the next station, usually half a mile or so away.

BUSINESS DISTRICT

Paul Freitag, Goodyear's chief salesman for the concept, said it can be used with success in central business districts, at major activity centers such as around auditoriums, and for airport terminals. It may also find use near large shopping centers.

Already, officials of San Jose, Calif., and Columbus, Ohio, are seriously investigating the plan which, Mr. Freitag noted, would cost only $3.46 an hour for power to move 3,500 persons in four-seat cars in Columbus, or less than the usual wage for a bus driver.

Maintenance is an advantage, Mr. Freitag said. He said a system can be operated by two or three employes per shift with the cost of maintenance only 1½ to 2 per cent of the total cost. Weather doesn't affect operations as the conveyor belt is self-cleaning.

The systems, he said, would be monitored by close-circuit television during the length of the ride.

Operating at peak efficiency, the Carveyor plan could move 22,000 persons thru a given point in an hour, Mr. Freitag stated.

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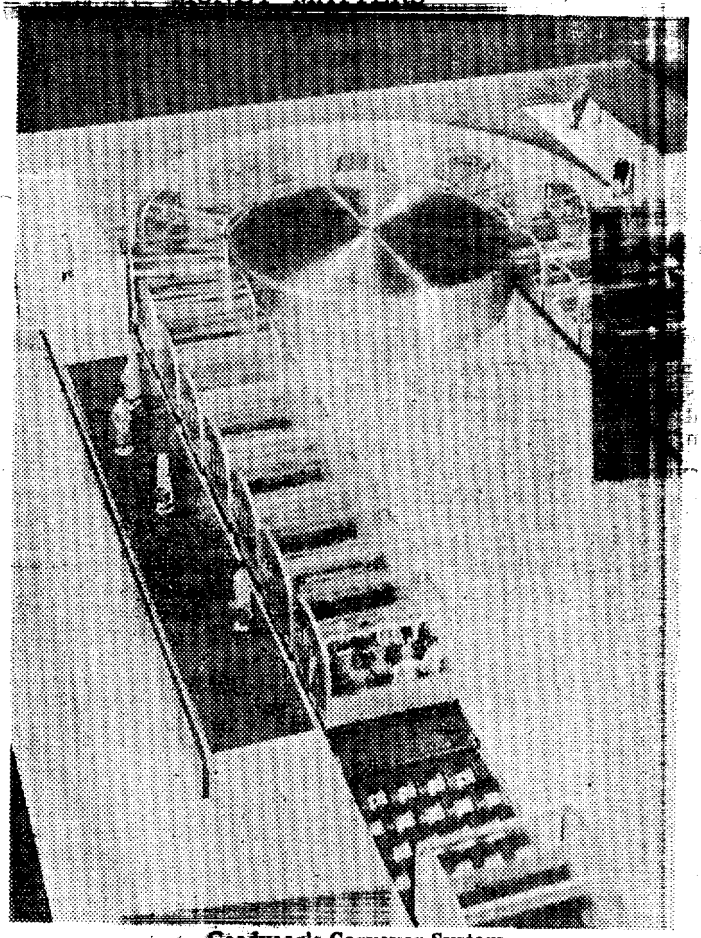
Business news, with Donald Saltz, is broadcast at 4:15 p.m. Monday thru Friday on WAVA (780 AM and 105.1 FM).



Goodyear's Carveyor System

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"The real advantage to the Carveyor," Mr. Freitag said, "is the immediate service — there's no waiting."

Persons walk onto the moving sidewalk and simply enter a car which is moving alongside at comparable speed. Within 20 or 30 seconds, the cars leave the station and within 72 feet accelerate from 1½ to 15 miles an hour.

Mr. Freitag thinks the system can be successfully utilized at parking areas on the fringe of cities' downtown. He said the most practical systems would probably be two to four miles long, but they can be uder, on, or above groud. Cost is $5 million to $7 million per mile.

SUBWAY AIDE

"It can also serve as a distribution system for a subway," he said, bringing people quickly from parking or living areas to nearby subway stations.

When the wheelless cars reach their top speed of 15 miles an hour, they are 90 feet apart. A bank of accelerator wheels increases their speed as they leave a station; similarly, a bank of decelerator wheels slows them down as they enter bumper-to-bumper.

Three pages of comics — some of them the most popular in the Washington area — appear daily in The Washington Daily N[illegible]